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1. The Rumanian military airfield of Otopeni is near the Ploesti-Bucharest railway line, about 3 km north of the Bucharest belt line. The field is 3,000 meters long by 1,600 meters wide. It is bordered on the west by the first class highway from Bucharest to Ploesti, and on the west by farm lands with small paths and scattered poplar trees. To the north are cultivated fields and a small brook which is dry all summer. In the northwest quarter is a small woodland belonging to the village of Corbeanca. On the south the field is bounded by a small brook, and beyond that by the two-lane highway from Otopeni to Stefanesti via Tanari. The village of Otopeni lies south of the highway. The field can be extended farther to the north. There are no obstacles to flight.
2. Buildings on the field consist of a two-story headquarters building, 25 by 100 meters; two 2-story-high hangars of iron construction, with flat roofs and sliding doors; a third similar hangar under construction; two assembly shops, 30 by 85 meters; a gasoline depot; a one-story material depot, 40 by 45 meters. There is no radar station. The radio and HF stations are in the mansard of the headquarters building. There are no barracks for troops, but a number of barracks are being built.
3. The gasoline depot is new. It is underground and has three tanks of 150 cubic meters capacity each. It is built of iron plates. The fuel is brought to the field in tank trucks from a Bucharest railway freight station. It is planned to lay an underground pipe line this year which will connect the field directly with the freight station in Bucharest. The depot is fenced with barbed wire and strongly guarded.

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4. There is no ammunition magazine at the field. The ammunition magazine for the units stationed here is located between Tunari and Otopeni. It was built in the spring of 1953 and is underground. It is under Soviet control.
5. The ground of the field is, in general, dry and grassy. The southern part is boggy and has been drained. Since the drainage is not completely effective, and the field is always soft and rutty after rains, concrete runways have been built. There are three runways, arranged in the form of an X. They vary from 2,500 to 2,800 meters in length and from 65 to 80 meters in width. The middle runway runs from north to south. At the crossing of the runways there is a V-shaped taxi strip leading to the hangars. An L-shaped taxi strip leads from the runways to the headquarters building, the exit gate and the Bucharest-Ploesti highway. The field has no direct rail connection.
6. The borders of the field are not marked out with lights. There are red signal lights on the edge of the runways, and there are large reflectors on the roofs of the headquarters building and the two large hangars which enable night flying to be done without difficulty.
7. The field is occupied by a Soviet and a Rumanian flying school. The commander and staff of the Soviet school are quartered in the headquarters building. There are about 150-160 Soviet flyers in the school, mostly officers, active noncommissioned officers and airplane technical men. The Rumanians.
8. The Rumanian flying school was transferred here last spring. It has 120-130 students, who are being trained by the Soviets as jet pilots. There are no fighter formations at the field, either Soviet or Rumanian. The workshop was equipped last year with the most modern machinery and micro-instruments. Jet fighters shipped in cases from the Soviet Union are assembled here by Soviet technicians. The test flights are done by the Soviet pilots. The assembled planes are flown by Soviet pilots to other airfields in Rumania. For this reason it is difficult to arrive at a true count of the number of planes at the field, because it changes continually. The following planes are always to be seen, and there are never fewer than these: 2 to 3 LI-2 planes; 5 to 7 YAK-9 planes; 27 to 30 MIG-15 jet planes.

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b. There is no